



**GREAT LAKE TAUPŌ**  
Taupō District Council



CONSULTATION DOCUMENT

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# SPEED MANAGEMENT

AROUND OUR DISTRICT

# INTRODUCTION

**We want everyone who calls Taupō District home and visitors who pass through to be safe when using our streets and roads. That means we need the right speeds on the right roads for all road users, whether you are walking to the shops, biking to school, driving to work or making deliveries.**

The government has identified speed management as a key priority to address road safety across the country. Taupō District Council is responsible for setting speed limits on roads under its control to ensure they are safe and appropriate. We are working with Waka Kotahi (the New Zealand Transport Agency) to introduce a Speed Management Plan for the roads across our District.

The plan will bring together our strategies on safety-related infrastructure improvements and make some changes to speed limits across our district.

We have used data from the experts (consultants and road safety experts), and feedback from our community to shape our approach of setting speed limits outlined in this document. We now want to hear from you - the people who know our roads best - about our proposed speed limit changes and how they will impact you.

# SPEED MANAGEMENT IS KEY

**We have a mix of road types across our District. Some are windy and hilly, others flat and straight. We also have many different road users including pedestrians, people with disabilities, cyclists, horses, tourists, cars, campervans, boats (being towed), agricultural vehicles, and heavy vehicles.**

A review of data from 2011-2020 shows that on Taupō District roads (excluding State Highways) there have been 147 crashes resulting in fatal and serious injuries to people. Speed has been a contributing factor in the crash occurring in 25% of these incidents.

Regardless of what causes an accident, we know higher speeds lead to more crashes and a greater chance of injury or death. A small change in speed makes a big difference, especially when cyclists or pedestrians are involved. In a crash, speed is the number one factor in determining your chance of survival or likelihood of serious injury.

The chance of surviving an accident increases markedly below certain speeds. These speeds are outlined below:

- pedestrian struck by vehicle = 30 km/h
- motorcyclist struck by vehicle = 30 km/h
- vehicle striking a pole or tree = 40 km/h
- side impact vehicle-to-vehicle crash = 50 km/h
- head-on vehicle-to-vehicle crash = 70 km/h

# THE WAY WE CURRENTLY MANAGE VEHICLE SPEED

**We regularly assess and review the physical aspects of our streets and roads to make sure they are safe for all road users. When setting and revising speed limits there are a number of things we consider:**

- Traffic volumes and types of road users, including pedestrians, cyclists, tourists, and trucks.
- Historic crash information.
  - The characteristics of the road and roadside, including:
    - What is next to the road (e.g. housing, schools, playgrounds, retirement homes, tourist attractions).
    - What is on the roadside (e.g. footpaths, cycle lanes, power poles, trees, barriers, berms, ditches, gullies, cliffs).
    - What the road is like (e.g. width of the road and road edge, its surface, types of corners, visibility, number and type of intersections, pedestrian crossings and/or the existence of barriers).
- Community concern (i.e. regular users of the road who see how it is used, potential risks and near misses).
- The appropriate speed for the efficient movement of people and goods on the road.

# WHEN ARE THE SPEED LIMIT CHANGES HAPPENING?

**We are prioritising the changes we need to make over the next 10 (or so) years. The changes we are looking to make now (from 2022-2024) will focus on key roads where there are a lot of people and high numbers of vehicles. We will begin to implement these changes later this year, when the 2021 Land Transport Rule: Setting of Speed Limits comes into effect.**

From 2024 we will start focusing on the second and third groups below. This will include roads identified as requiring additional infrastructure and roads that are not as busy. The focus areas are outlined in the table below.

Priority	Focus Area
<b>1</b> <b>From 2022 until 2024</b>	Roads and routes that we expect to bring the greatest reduction in crashes.  The roads that connect to these to ensure the network is easy to navigate.  Streets where there are lots of people moving around - for example in town centres and outside schools.  Roads where the community are calling for change.
<b>2</b> <b>From 2024 until 2027</b>	Continue to focus on key roads and surrounding areas where making changes will bring a reduction in crashes.  Most local neighbourhoods and the streets within them.  Roads that require infrastructure to improve safety (e.g. barriers, traffic islands, signage).
<b>3</b> <b>From 2027 onwards</b>	Remote, low-volume rural roads including unsealed roads.  Any other roads identified as needing to change.

*We are not looking to change speeds on state highways. This is because state highways are outside the responsibility of the council. They are set and managed by Waka Kotahi. If you have concerns with speed limits on state highways in our District, please raise these with us - we work closely with Waka Kotahi and will pass your feedback on.*

## HOW MUCH WILL IT COST?

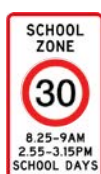
There is no additional cost to make these changes. These changes have been budgeted for in our 2021-2031 Long-term Plan.

## OUR APPROACH

We have used your feedback, resources, advice from Waka Kotahi and road safety experts to guide our approach in setting new speed limits.



30km/h in busy places where there are lots of people walking and biking e.g. Taupō and Turangi town centres and outside most schools/kura.



There are some schools/kura where we will introduce variable speed limits. This means the 30km/h speed will only apply at the start and end of each school day.



40km/h on residential streets connecting to main roads and in neighbourhoods where people live and play. This may include some residential streets in rural towns, and some streets that are close to schools.



50km/h on some main residential roads where there is a high volume of vehicles. These roads are not typically used just for residential purposes but are also main travelling routes. These roads may require improvements for pedestrians and cyclist safety (e.g. crossings, cycle lanes)



60km/h on local rural roads that are narrow and/or windy. This includes unsealed rural roads, and some roads that have high safety concerns.



We will either increase 70km/h speed limits to 80km/h (with the required road safety engineering) or decrease them to 60km/h. These changes will be made depending on where the road is located and what it is used for to ensure it remains safe and appropriate.



80km/h on local rural roads that are mainly straight but have hazards on them.



An interim speed limit of 90km/h may be set on rural arterial roads until these roads can be increased to 100km/h (following safety improvements) or decreased to 80km/h.



100km/h on roads with suitable alignment that are also accompanied by appropriate engineering (e.g. shoulders, clear zones, and barriers).

# WE WANT TO HEAR FROM YOU

**Do you agree with the approach we are using to set speed limits across our District?**

**Do you agree with the speed limit changes we are proposing?**

## YOU CAN HAVE YOUR SAY IN THE FOLLOWING WAYS:

- Visit [taupo.govt.nz/haveyoursay](https://taupo.govt.nz/haveyoursay)
- Send your feedback to [speedlimits@taupo.govt.nz](mailto:speedlimits@taupo.govt.nz)
- Phone us on 07 376 0899 to request a feedback submission form. We will post one to you.
- You can also pick up a feedback form from one of our service centres in Taupō, Turangi or Mangakino, and drop the completed form back to any of these locations.
- Mail: Speed Management Changes  
The Chief Executive Officer  
Taupō District Council  
Private Bag 2005  
Freepost No. 112497
- Pop along to talk to one of our Speed Management team at one of the drop-in sessions. You can find out more information about these sessions at: [\*\*taupo.govt.nz/haveyoursay\*\*](https://taupo.govt.nz/haveyoursay)

# WHAT HAPPENS WITH MY FEEDBACK?

**We will consider all feedback received throughout our consultation period. This runs until 4.30pm Friday 13 May 2022.**

After gathering and looking at your feedback, priority one speed limit changes will be confirmed by Council and adopted in our Speed Management Plan. Waka Kotahi will also give approval and they will be added to the National Speed Limit Register.

Our Speed Management Plan and these speed limit changes will go through the following approval process:

- Our Draft Speed Management Plan was approved by councillors in February.
- We are now engaging with our community about our draft Speed Management Plan.
- Consultation is open from 14 March until 4.30pm on Friday, 13 May 2022.
- Speed Management Plan finalised - all of your feedback submitted through this consultation will be considered by our transport team as part of our final Speed Management Plan.
- Plan approved - the final plan will be approved and adopted by Council later this year. Following this, we will send our plan to Waka Kotahi for their approval.
- Implementation - we will implement priority one changes within the next two years. We will be back in touch about the speed limit updates in priority two and three at a later date.

**Please note: All written submissions will be made available to the public on the Council website in accordance with our privacy statement. For more information, you can visit [www.taupodc.govt.nz/privacy-policy](http://www.taupodc.govt.nz/privacy-policy).**

# SCHOOL ZONES

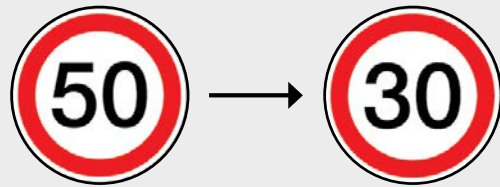
**There is national direction to introduce lower speed limits outside schools/kura to make it safer for everyone in the area.**

The proposed speed limit of 30km/h outside schools recognises these areas as ‘people places’ where parents and children are walking, cycling and accessing the school. While most speed limits will be permanent, there are some cases where we will look to introduce variable speed limits. This means the 30km/h restriction will apply only at the start and end of the school day.

In some cases, the speed limits for other roads surrounding or connecting to schools are also being reviewed. These streets are busy not only during school hours but at any given time of the day. For example, Kotare Street (adjacent to both Taupō Intermediate and Taupō Hospital) is used for staff and visitor parking throughout the day. Some of these streets may require an adjustment of speed limits to ensure the safety of all road users for all parts of the day.

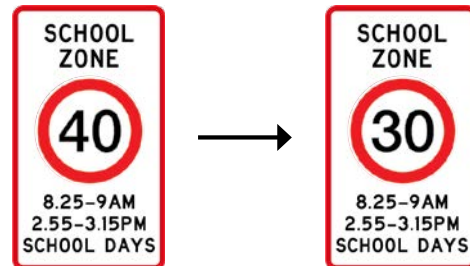
**ADDI Enrichment Academy, Hilltop School, Mangakino Area School, Taupō Intermediate, Te Kura o Hirangi, TKKM o Whakarewa i Te Reo Ki Tuwharetoa, Tongariro School, Waipahihi School, Wairakei School, Tauhara College, Mountview School, Taupō-nui-a-Tia College**

Reducing speed limits around schools in residential areas is a national priority focusing on the safety of children walking and cycling to schools. We have also received feedback from our community supporting this reduction.



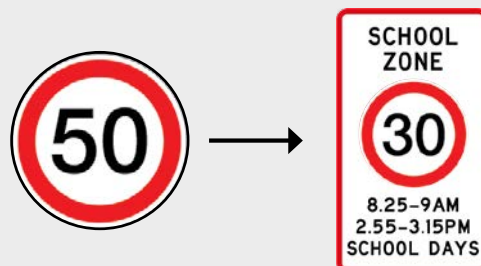
**Taupō-nui-a-Tia College**

Taupō-nui-a-Tia College is located on Spa Road. This is a major road that people use to get around Taupō. It connects businesses, recreational activities, and enables movement around the town. Given the high traffic volume this road carries, it is more practical for the 30km/h speed limit to apply only at the start and end of the school day when students are going to and from school.



**Taupō Primary School (Tītiraupenga St frontage), St Patrick’s Catholic School (Taupō), Tauhara Primary School, Lake Taupō Christian School**

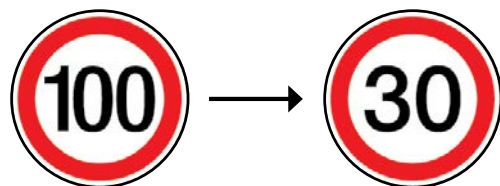
These schools are located on busier roads. Given the high traffic volume of these roads, it is more practical for the 30 km/h speed limit to apply only at the start and end of the school day when students are going to and from school.



**Rangitaiki School (Rural Road)**

Rangitaiki School is located on an access road that joins to a 100km/h rural road.

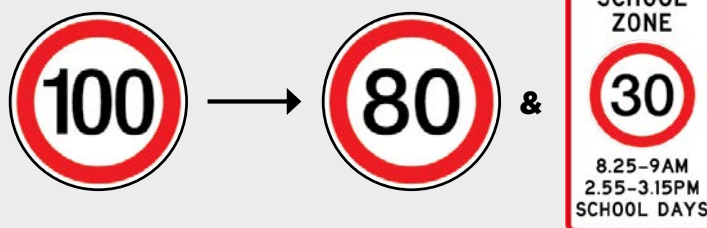
We are proposing to change the speed limit on the access road. This will ensure the speed limit aligns with the national priority of 30km/h speed limits and ensure the safety of everyone accessing the school.





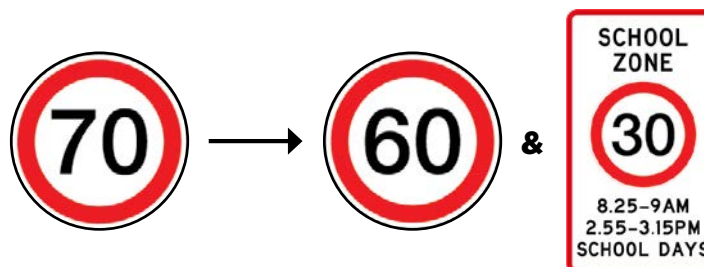
### Tirohanga School

This school is on a busy rural road. Given the speed that vehicles travel at on this road, the speed limit around the school should be reduced permanently to 80km/h with a variable speed limit of 30km/h at the start and end of the school day to provide safer access to the school.



### Whakamaru School

This school is on a rural road. To be more consistent with speed limits on surrounding roads the speed limit around the school should be reduced permanently to 60km/h with a variable speed limit of 30 km/h at the start and end of the school day.



# RURAL ROADS

**Over the past few years there have been a number of crashes on our rural roads. We have also received community feedback with concerns about the speed and safety of these roads. Our first focus is to make speed limit changes on some rural roads that will bring a reduction in deaths resulting in crashes and serious injuries.**

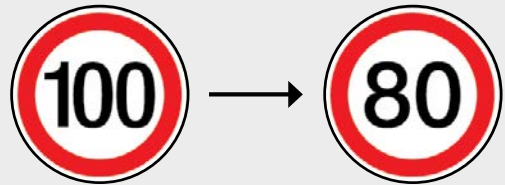
Some of our rural roads are busy arterial routes. Speed reductions will have a small impact on most people; however, the impact may be more significant for businesses who make many trips over a day.

We need to ensure main routes are safe, but also maintain reasonable speeds and travel times for road users.

Parts of some rural roads below are narrow, have a curved alignment, or sight restrictions. Another thing we need to consider is that if we were to keep speed limits on these roads at 100km/h we would need to undertake major and costly engineering improvements to make these roads safe. This is not to say that we will not be making roading improvements on rural roads in the future.

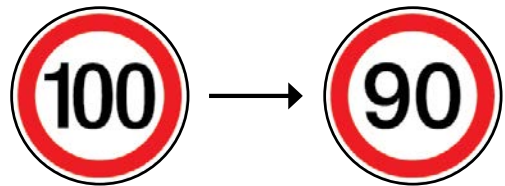
## Poihipi Road East (Tukairangi Road to Whangamata Road)

A lot of people travel from Kinloch into Taupō township along this part of Poihipi Road. The road has some dangerous curves and intersections and there have been a number of crashes in the past. Reducing the speed limit to 80km/h in this section will help to minimise the likelihood and severity of crashes for road users.



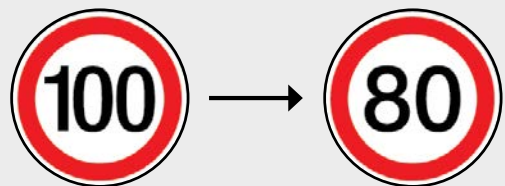
## Poihipi Road Middle (Whangamata Road to Tirohanga Road)

This section of Poihipi Road has lower volume of traffic but is an important economic link for local farms and businesses and provides a connection to Taupō township. The road has some dangerous lines and angles and mixture of road side hazards. Reducing the speed limit to 90km/h in this section will help to minimise the likelihood of crashes for road users.



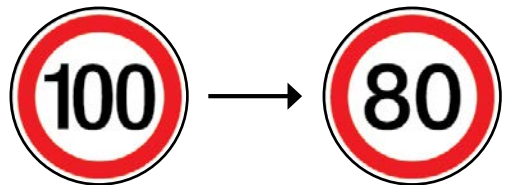
## Poihipi Road West (Tirohanga Road to SH32)

This part of Poihipi Road and the roads adjoining it are narrow and winding. Crashes have also occurred on this part of the road in the past. Because of the physical nature of the road, we are proposing to reduce the speed limit to 80km/h on this part of Poihipi Road.



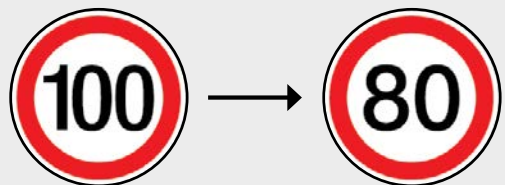
## Broadlands Road (SH1 western on-ramp to View Road)

As Taupō township develops, an extension of the 80km/h speed limit recognises growth and increases safety as road users in this area increase. There have also been a number of crashes reported on this road over time.



## Tukairangi Road

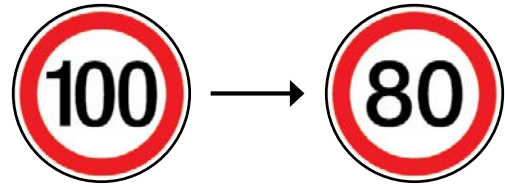
Because of the physical nature of Tukairangi Road and its connection to other major rural roads in the area (e.g. Poihipi and Mapara Roads) it is proposed we reduce the speed limit to 80km/h for consistency within the roading network.



**Whangamata Road (from Poihipi Road to Otake Road), and Hitiri Road**

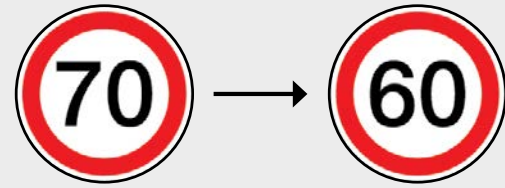
Whangamata Road is the main connecting road from Poihipi Road into Kinloch. There are a number of driveways along this stretch of road.

We have received feedback raising concerns about the current 100km/h speed limit along this road. There have also been a number of crashes reported over time. An 80km/h speed limit will reduce the likelihood and severity of crashes



**Mapara Road and roads that connect to this (from Hill View Drive to Acacia Heights Drive)**

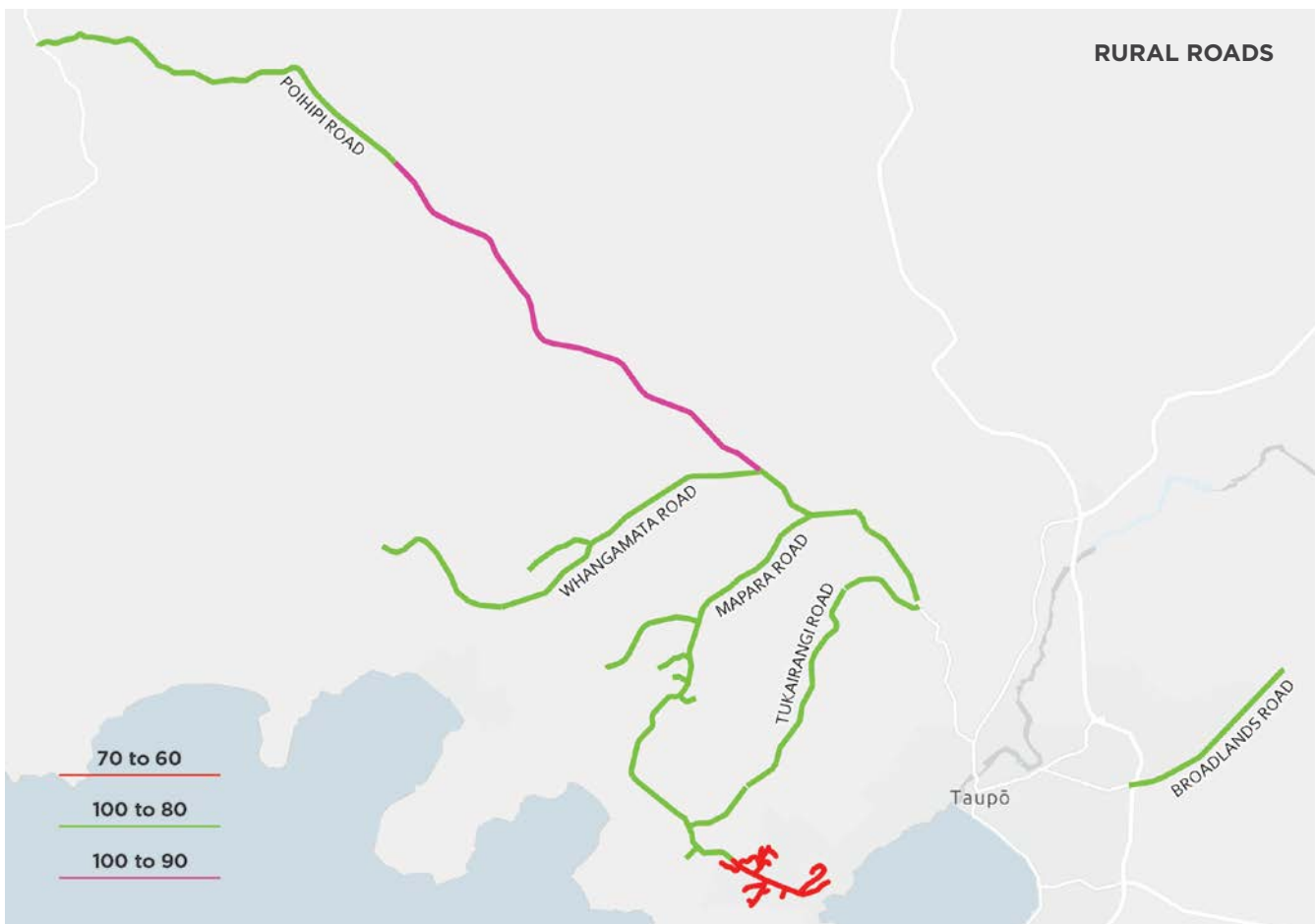
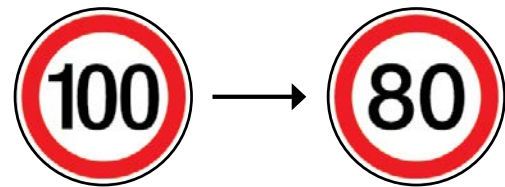
A number of lifestyle blocks exist on the south-eastern end of Mapara Road and the roads that connect to this. All of these side roads are no exit and steep. A slight reduction to 60km/h will create a safer environment for the community.



**Mapara Road (west of Hill View Drive to Poihipi Road) and roads that lead off this.**

We have received a number of requests from the community to reduce the speed limit along Mapara Road.

We have also considered the road alignment and identified narrow parts of the road where reducing the speed limit to 80km/h will increase safety and ensure consistency within the roading network.



# TAUPŌ CENTRAL

**The Taupō Town Centre Transformation project has been part of council's strategic planning since 2004. It aims to create a quality urban environment that takes advantage of the natural assets we have in Taupō.**

As part of this project, we are creating a pedestrian-friendly area along part of the lakefront. This means we are redirecting most traffic along Titirāupenga Street

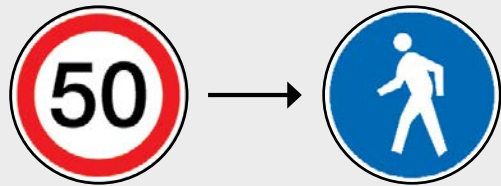
and reducing speed limits on Roberts Street to create a shared space along part of Lake Terrace.

We are proposing to reduce speeds on the streets connecting to Lake Terrace. The town centre is a busy place and with more people moving around for different purposes. Reducing speeds will reduce the likelihood of someone being seriously hurt.

## Lake Terrace (between Tongariro St and Ruapehu St)

We consulted with our community on this change as part of the Taupō Town Centre Transformation project.

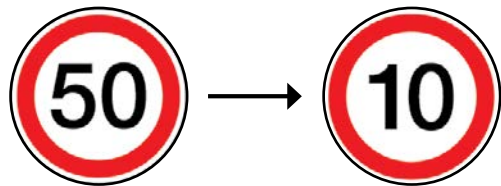
This stretch of road is being closed to vehicles as part of the project and will become a pedestrian and reserve area.



## Roberts Street (between Tongariro St and Ruapehu St)

Reducing speed limits on this part of Roberts Street is included in our Taupō Town Centre Transformation project.

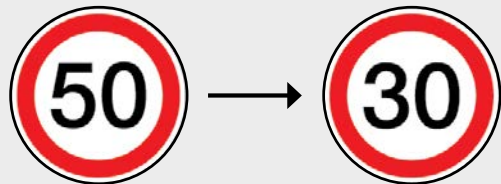
Having Roberts Street as a shared street through reducing the speed limit to 10km/h will encourage and provide greater safety to pedestrians using this area.



## Other town centre roads and roads around Taupō-nui-a-Tia College

The roads in Taupō town centre and around Taupō-nui-a-Tia College have high concentrations of people walking, cycling and travelling in vehicles.

Reducing the speed limit to 30km/h is consistent with the Taupō Town Centre Transformation project and will provide greater safety to pedestrians and road users in these areas.



*These changes are detailed on the Taupō map on page 15*

# TAUPŌ AND SURROUNDS

There are a variety of streets and roads in the Taupō surrounds area. We hope to achieve a safer environment for all road users on these roads. We are doing this by ensuring the speeds at which vehicles move from a rural area into townships are appropriate and consistent. You will see on some of the roads we have outlined (for example those at Ngā Roto Estate)

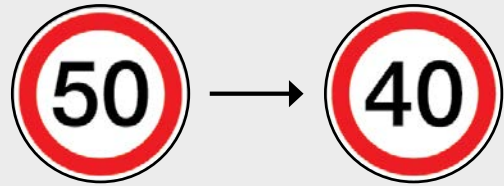
that we need to formalise speed limits.

Pokuru Road and Kauri Drive (Wairakei Village) have also been identified as roads where changes to speed limits will create safer environments for all road users as they travel into and out of the area. These changes will help to reduce likelihood of accidents and injury.

## Wharewaka - streets in Ngā Roto Estate

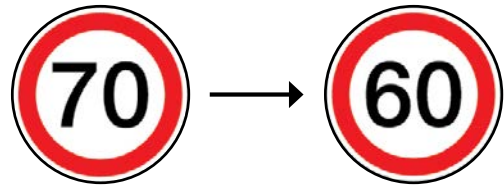
Ngā Roto Estate is a new development. We need to formalise speed limits in this area.

Changing to a 40km/h speed limit is consistent with our proposed approach of setting this speed limit for new residential streets throughout the District.



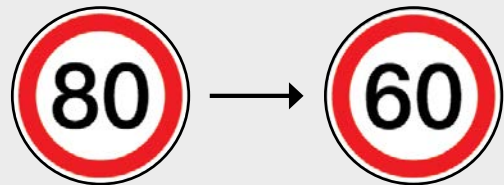
## Pokuru Road North (Between SH32 to Kaahu Rd)

Changing to a 60km/h speed limit is consistent with our proposed approach of setting this speed limit for communities in these areas.



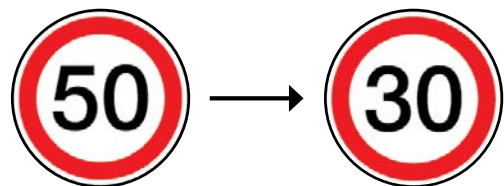
## Crown Road (from the existing 50km/h sign to Napier Road)

As developments continue to happen in this area, we need a speed limit consistent with the surrounding development.



## Taharepa Road (outside Taharepa Shops)

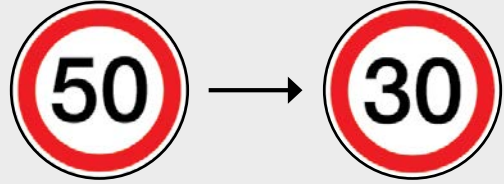
This is a high activity area. Lots of people move around to get to and from the school and the shops. There are also cars pulling into and out of parks often. We need to reduce speed limits to ensure the safety of all road users in the area.



\*Continued on page 14

**Rifle Range Road and Taharepa (outside the Paetiki Shops)**

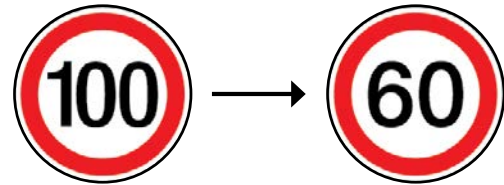
This is a high activity area. Lots of people move around to get to and from the shops, and the school nearby. Cars also pull into and out of parks often.



**Wairakei Village - Kauri Drive (SH 1 town entrance)**

We need to reduce speed limits to ensure the safety of all road users in the area.

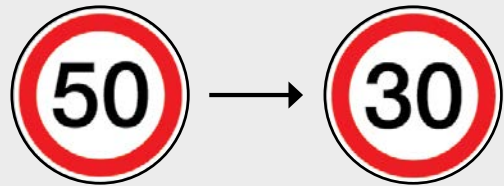
Introducing a 60km/h speed limit will prepare road users as they travel into Wairakei Village. It will also enable road users to safely enter the State Highway 1 intersection.



**Wairakei - Kauri Drive (near Wairakei School) and Rata Street (near the shops)**

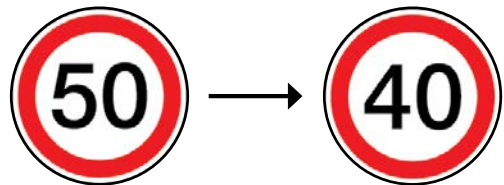
Reducing speed limits around schools is a national priority.

We have also included a speed limit reduction for streets connecting to Wairakei Primary School to maximise the safety of pedestrians and other road users.



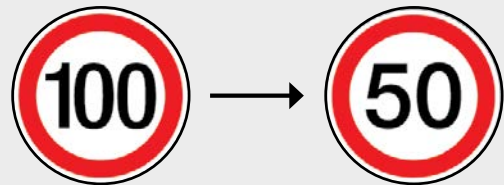
**Wairakei Village - local streets**

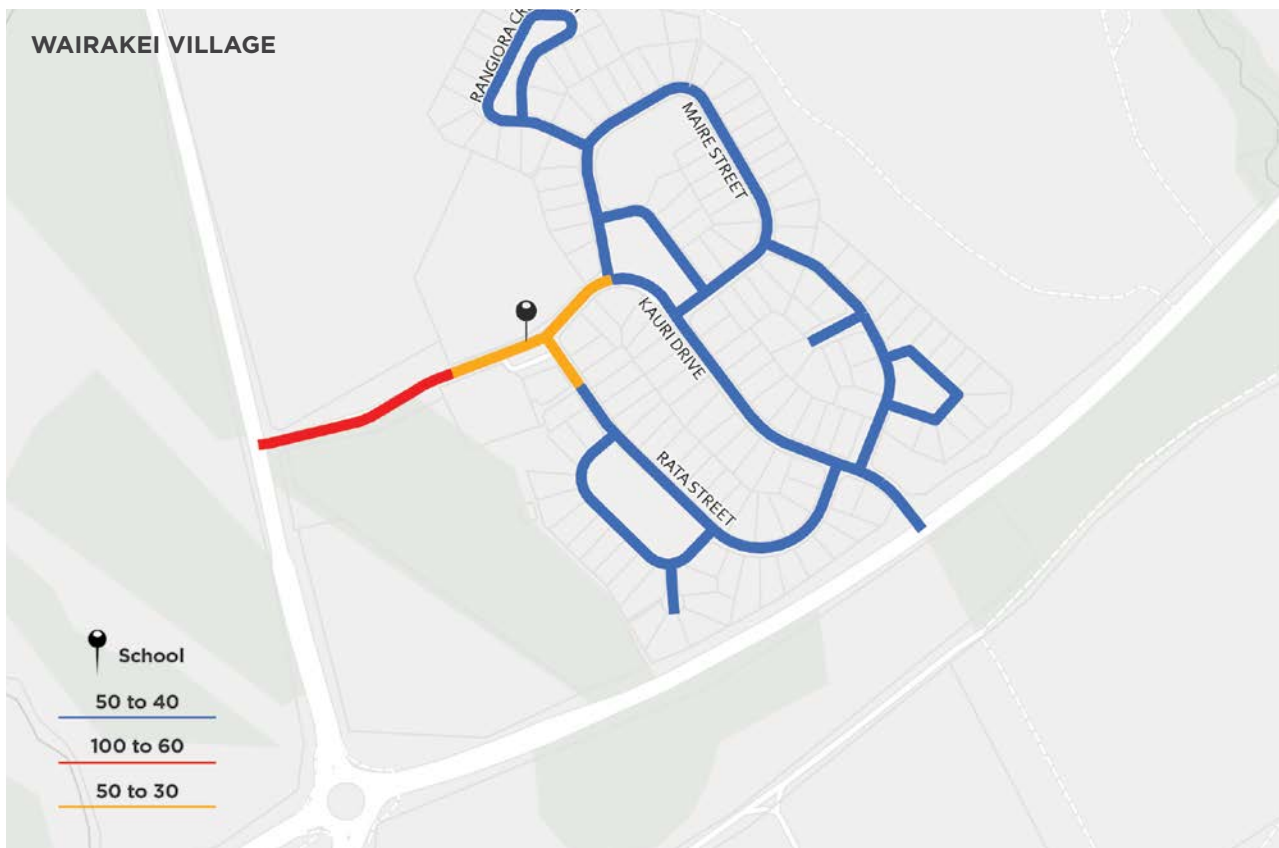
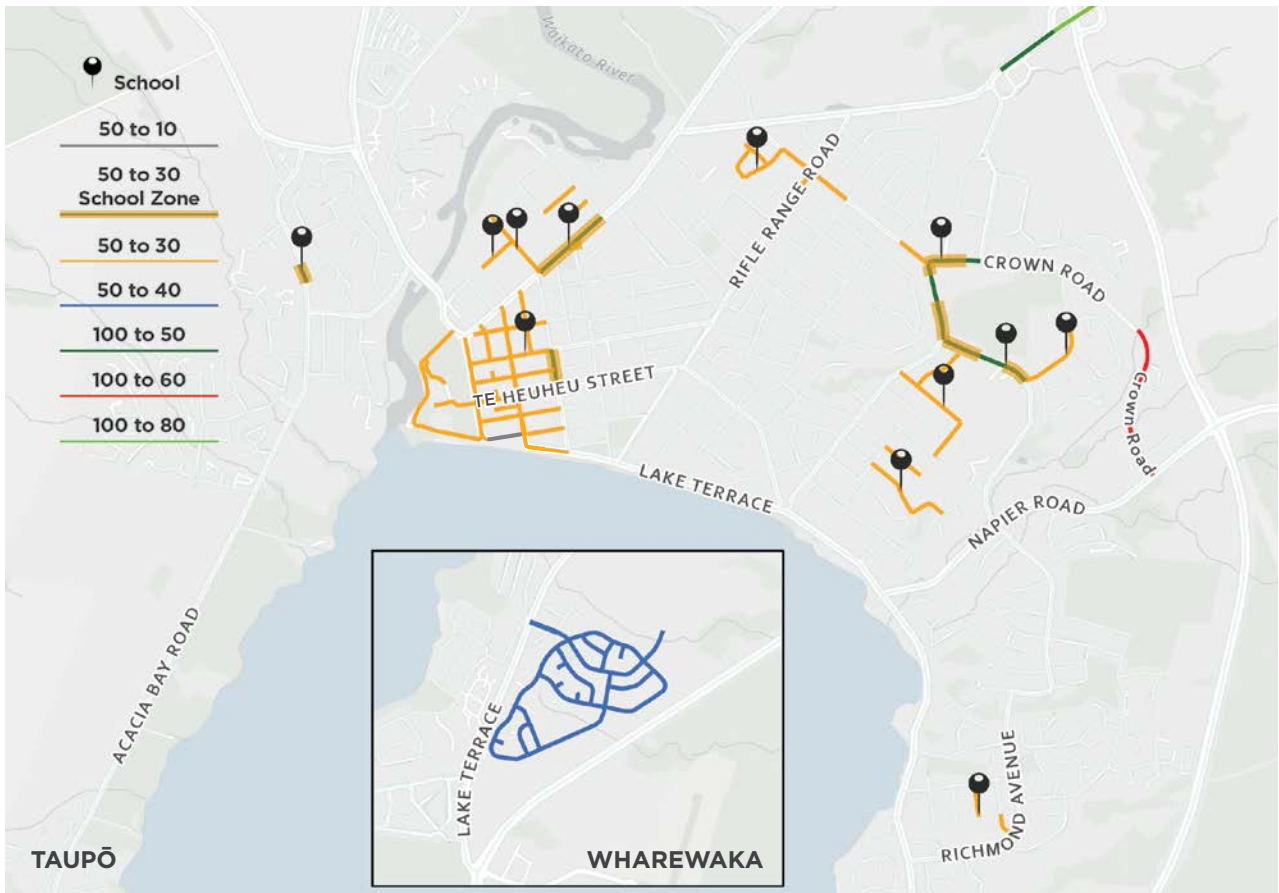
The change to a 40km/h speed limit is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



**Broadlands Road (Miro Street to the SH1 western on-ramp)**

As Taupō's industrial area grows, we need to adjust the speed limits of Broadlands Road to recognise this development and to ensure a safer access for these businesses.





# KINLOCH

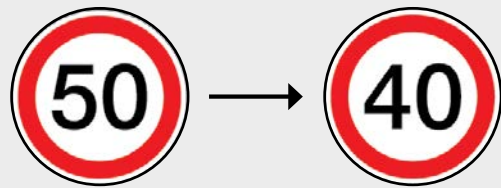
**Kinloch is a popular destination for people to live and holiday in. This means there are high pedestrian numbers around the settlement. We are treating the lakefront streets of Kinloch much like town centres across our district and propose 30km/h speed limits along Mata Place, to Marina Terrace and Kinloch Esplanade.**

a place is also key to creating a safe and appropriate environment for road users as they travel into and out of Kinloch. We need to formalise the current 50km/h speed limit on Oakdale Drive as one of the main access routes for Kinloch. It is important to have 40km/h speed limits on the streets that connect to Oakdale Drive as these are the streets where there are more pedestrians, and children play.

Managing the flow and movement of traffic through

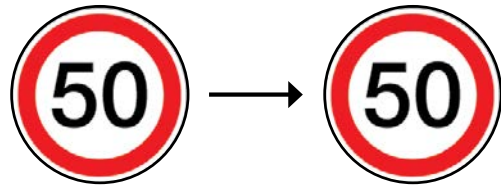
### New streets\*

The speed limits in these areas of new development in Kinloch need to be formalised. The change to a 40km/h speed limit on these streets is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



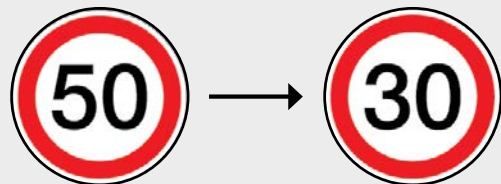
### Oakdale Drive\*

Oakdale Drive is a new street. The 50km/h speed limit needs to be formalised.



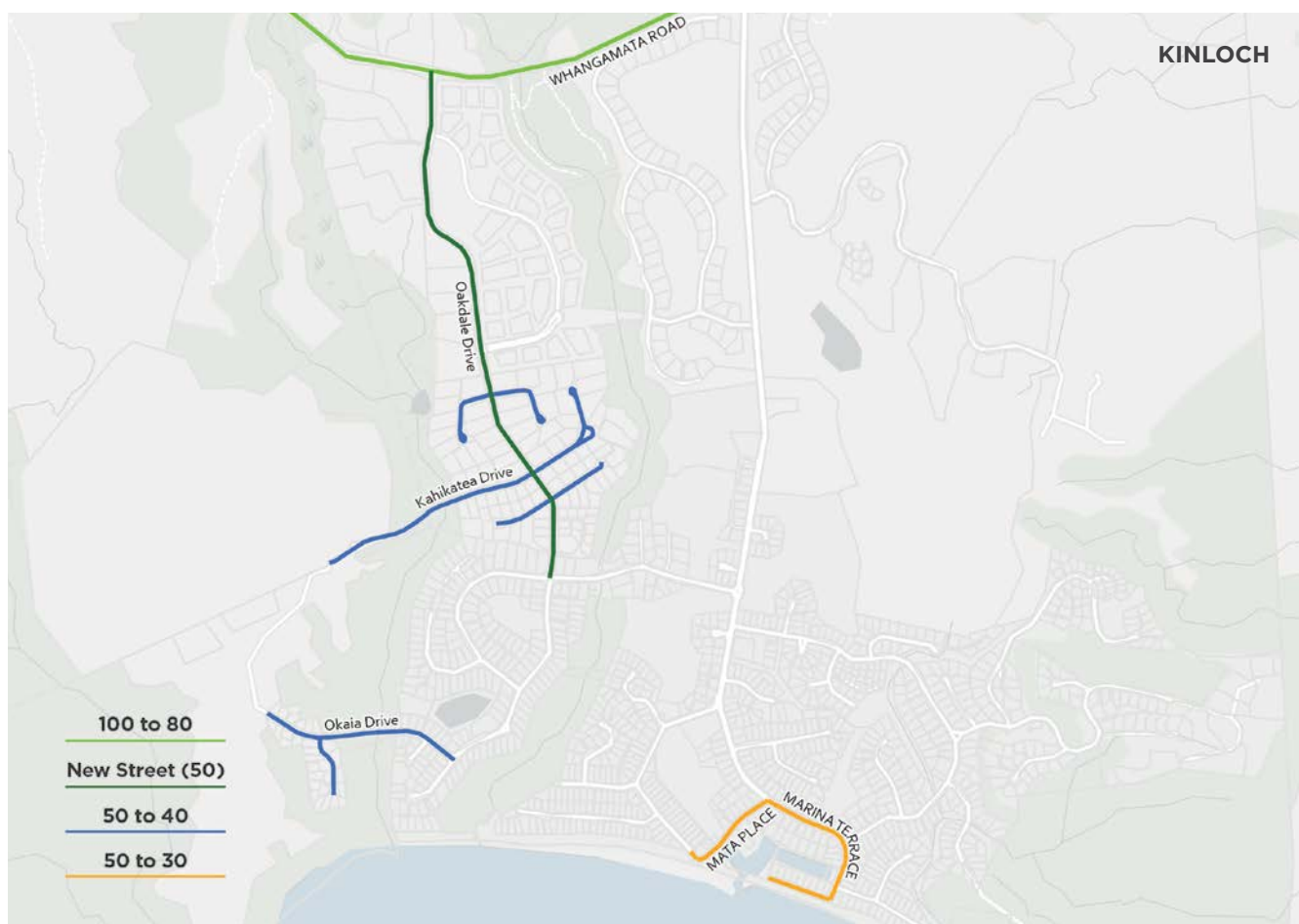
### Mata Place to Marina Terrace and Kinloch Esplanade

There are high pedestrian numbers along the Kinloch waterfront streets. Reducing the speed limit to 30km/h is consistent with other high-use pedestrian areas across our District.



*\*New streets or roads since the 2018 Speed Limits Bylaw came into effect*





# TURANGI

**We have recently received a petition from the community in Turangi calling for a change in speed limits along Hirangi Road. We are proposing to drop the speed limit here to 80km/h and looking to include Te Awamate Road as well as part of Atirau Road in this change. These are high use roads, and it makes sense to change them at the same time.**

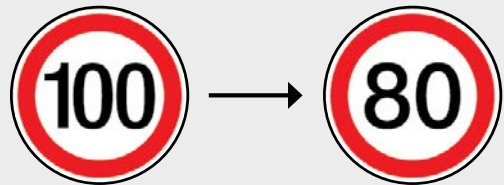
The community has also provided us with feedback

that the 80km/h speed limit in Turangi's industrial area is not appropriate. To make this more consistent with surrounding roads, we're also proposing to change the speed limit in this area to 60km/h.

Our priority for the first group of speed management changes recognises town centres as having high pedestrian and vehicle movements. We're proposing a 30km/h speed limit in Turangi town centre where people move to and from shops, or across the township.

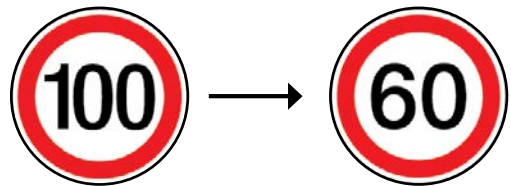
**Hirangi Road (from State Highway 41 to 240m west of Papua Street) - including Te Awamate Road**

We have received feedback from the community requesting a reduced speed limit along Hirangi Road.



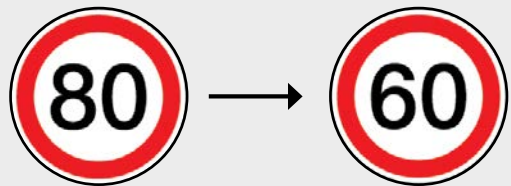
**Atirau Road (northwest)**

It is proposed we reduce the speed limit to 60km/h for consistency within the roading network.



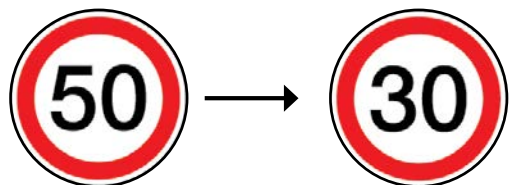
**Industrial Area**

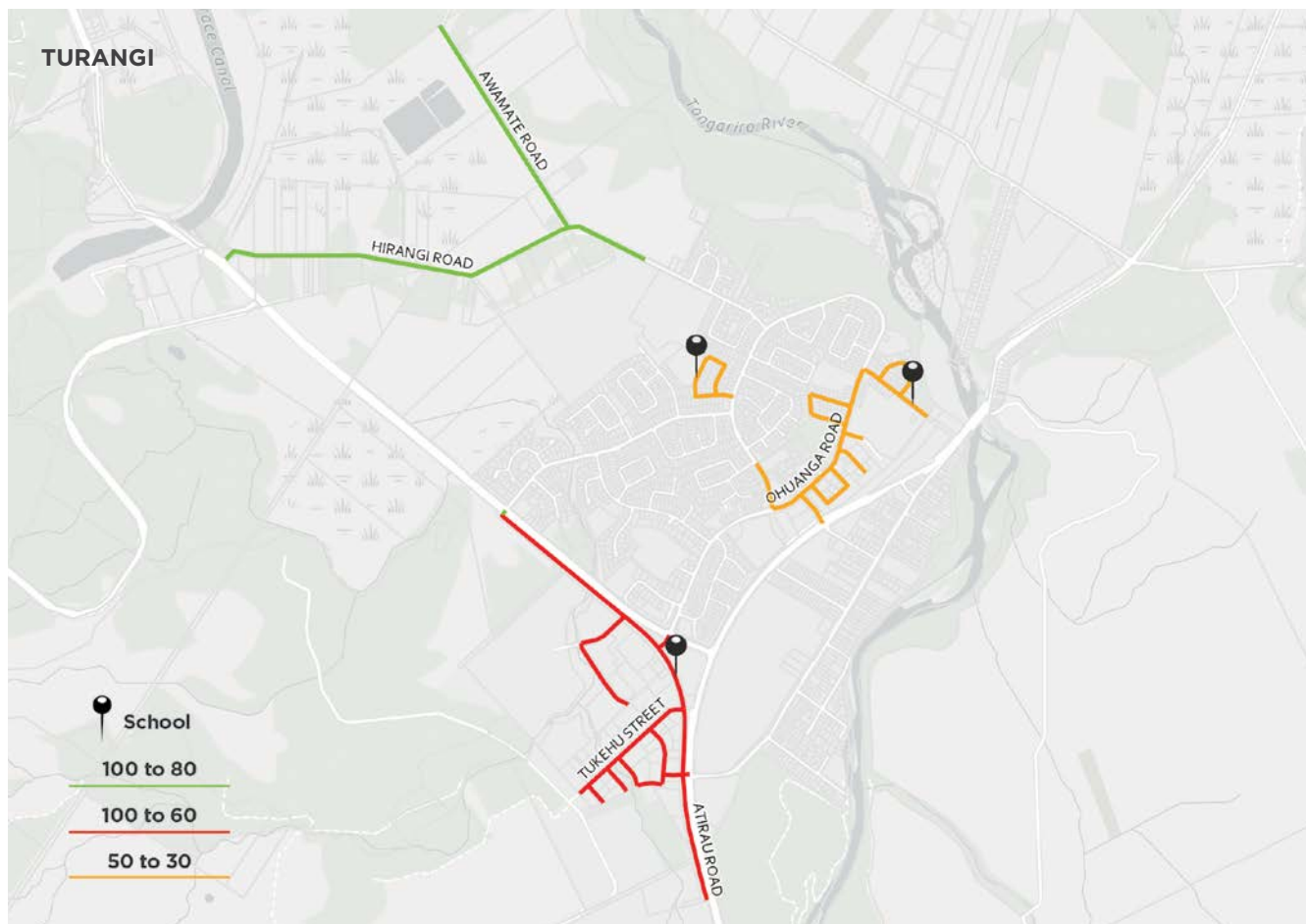
Vehicles and people move around Turangi's industrial area when accessing different businesses. A lower speed limit will create a safe environment for all people in these areas.



**Town Centre Roads**

Reducing the speed limit to 30km/h is consistent with other high-use pedestrian areas across the District.





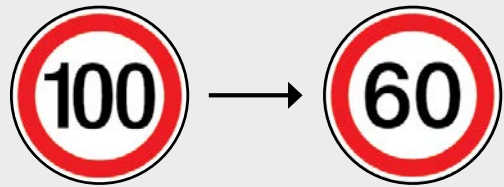
# WHAREROA

**Speed limits need to prepare road users entering busier areas where there are more people walking, biking and moving around. We are proposing changes to the speed limits at the entrance to Whareroa and 40km/h limits on all local streets.**

This approach is a test - we hope to learn how we could introduce similar changes on a bigger scale for larger townships around Taupō District.

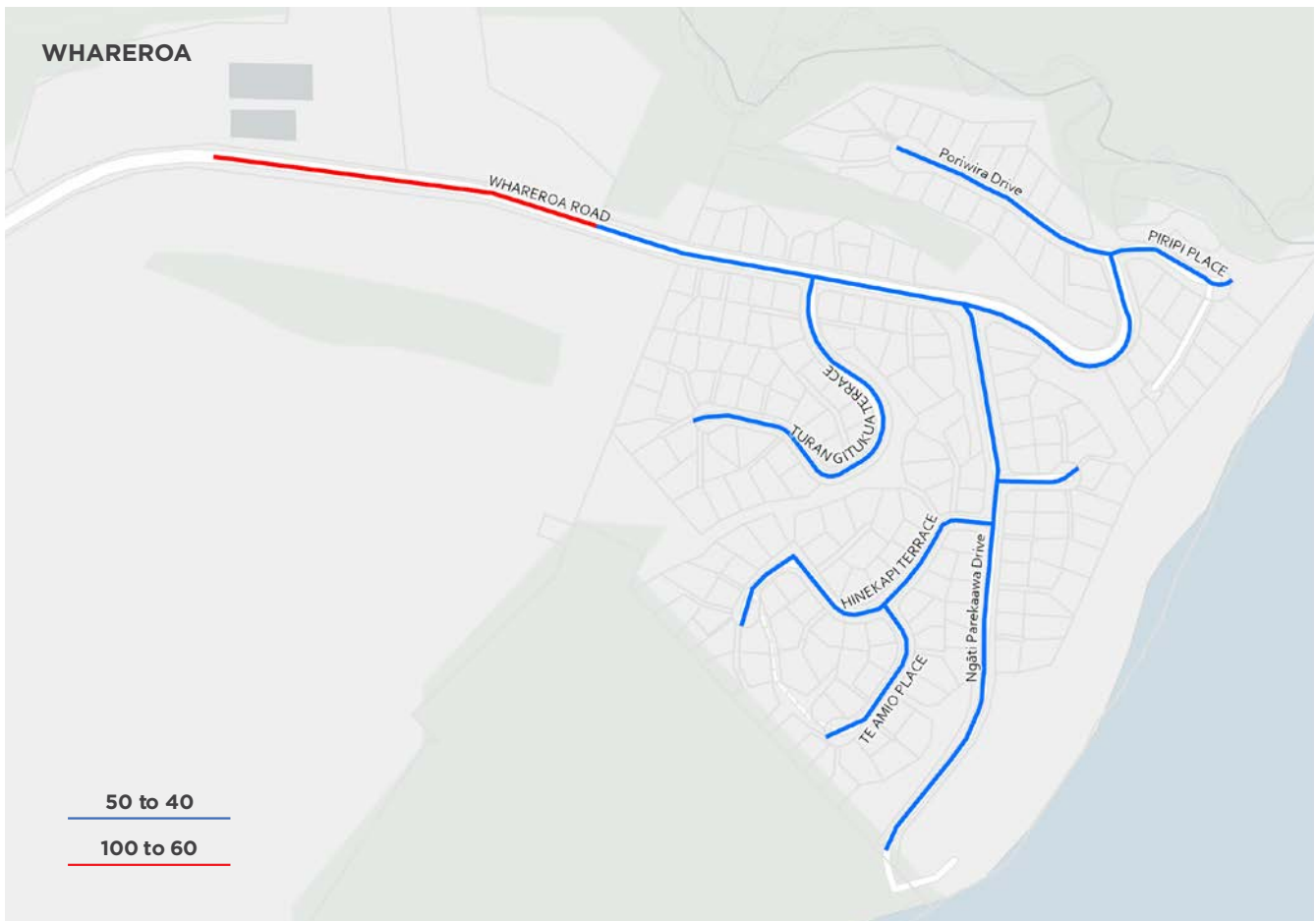
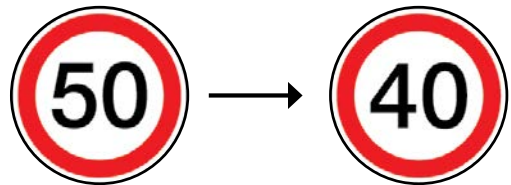
## Whareroa Road (village entrance)

Introducing a 60km/h speed limit will prepare road users for slower speed limits as they travel into Whareroa.



## Whareroa local streets

The change to a 40km/h speed limit on these streets is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



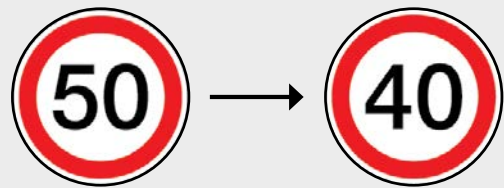
# EASTERN BAYS

**Our Eastern Bays are high traffic areas with State Highway 1 cutting through them. The streets that adjoin the state highway in each of these settlements often have high numbers of pedestrians and people walking, biking, and playing in the street.**

To create a safe environment in residential areas we are proposing to formalise some of the already existing speed limits and ensure speed limits are appropriate to the roads that they service.

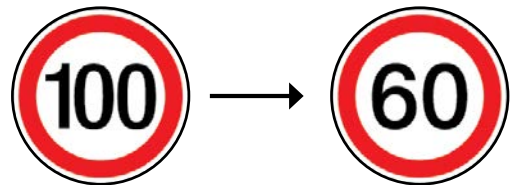
## Waitetoko local streets

The change to a 40km/h speed limit on these streets is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



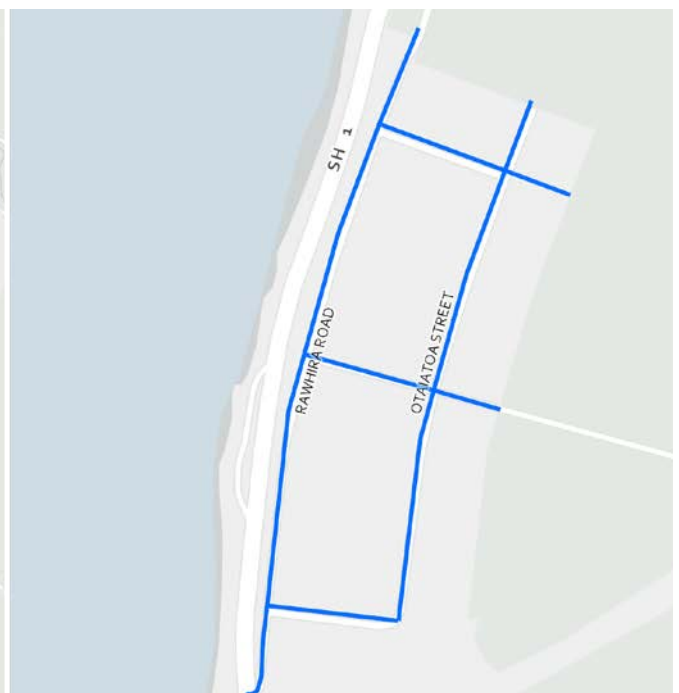
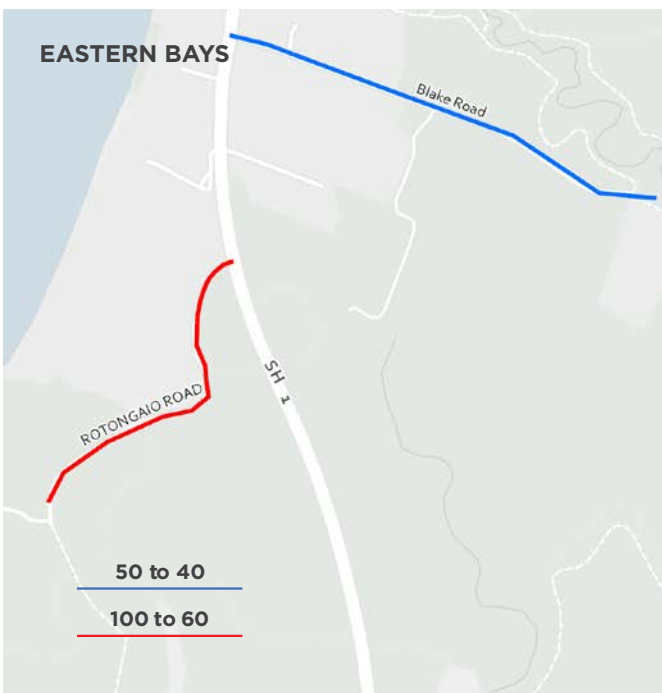
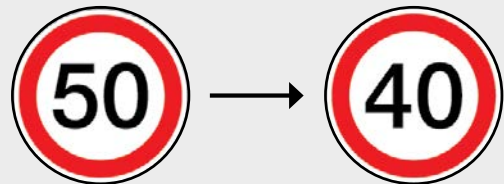
## Rotongaio Road

The speed limit of this road needs to be formalised. This is a short, low volume road used primarily for community access.



## Blake Road

The change to a 40km/h speed limit on this road is consistent with our proposed approach of setting this speed limit for residential streets and roads throughout the District.





**GREAT LAKE TAUPŌ**  
Taupō District Council

[taupo.govt.nz/haveyoursay](https://taupo.govt.nz/haveyoursay)